Highways Development Project Phase-Ill in the State of Bihar including NH-19, 77, 85, 28A, 30, 31, 57A, 84 and 77.

(b) and (c) Two highway stretches totalling to 113 km. have been included in National Highways Development Project (NHDP) Phase-IIIA. The bid document for Patna-Muzaffarpur section of NH-19 and 77 is under finalization. For the other stretch on NH-30 (Patna-Bakhitarpur) a consultant is being appointed for updating the Detailed Project Report (DPR).

The DPR for remaining projects are under finalization under NHDP Phase-IIIB.

Widening of NH 5

369. Ms. PRAMILA BOHIDAR:
SHRI B. J. PANDA:

Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether the residents of Baripada district of Orissa have requested for widening of NH 5 as the volume of traffic on this Highway has increased by 65 per cent in the last five years;

(b) whether a memorandum in the matter has also been submitted to theNHAI;and

(c) if so, the Action Plan of Government to widen this stretch of the highway?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIYAPPA): (a) Areference was made by Shri Bhagirathi Majhi, Hon'ble Member of Parliament to widen the Balasore-Jharpokharia section of National Highway 5 to four-lane.

(b) No, Sir.

(c) National Highway 5 passing through Baripada District in Orissa is a two-lane road at present. Present traffic is in the range of 11000 to 11850 Passenger Car Unit (PCU). This will get reduced once Golden Quadrilateral along National Highway 60 is commissioned. Therefore, on

ascertaining the actual traffic at that stage, need for the provision of paved shoulder may be considered at suitable locations in consultation with Government of Orissa depending upon the availability of funds and also *inter se* priority of works.

Financing of future highway projects

370. SHRIMATISHOBHANA BHARTIA: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Centre is likely to stop financing future highway projects on a Build-operate-Transfer annuity, and Government and NHAI have found that BoT (annuity) model is unfeasible because private developers usually over-estimate project cost;

(b) whether his Ministry was considering using a hybrid model of annuity, toll and viability gap funding which would provide 40 per cent annuity and would also pass on toll collection to the developer; and

(c) whether there are about 17 projects under Phase-1, II, III and V of NHDP being executed by private sector companies which have contributed to Government by giving negative grants?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIYAPPA): (a) No such proposal is under consideration.

(b) It has been decided to award National Highways Development Project (NHDP) contracts on Build, Operate and Transfer (BOT) basis (either based on Toll or Annuity) as far as possible.

(c) Out of the contracts awarded so far by National Highways Authority of India (NHAI) on BOT Toll basis under NHDP Phases-I, II, III and V, the concessionaires have offered negative grant in 18 contracts either on upfront basis or payable in different years of concession period.

Work on NHs in A.P.

371. SHRI C. RAMACHANDRAIAH: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the time by when the works on the stretch of the sanctioned National